SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

38

To Take Effect Sunday, December 28, 1930, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER, *General Manager.*

R. L. RUBY, *Superintendent of Transportation.*

T. AHERN, *Assistant General Manager.*

C. F. DONNATIN, *Superintendent.*

EASTWARD — SPARKS SUB-DIVISION — WESTWARD

Time Table No. 38

December 28, 1930

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS						Distance from San Francisco	STATIONS		Distance from Imlay	FIRST CLASS						THIRD CLASS
	292	284	276	268	20	24	2	10	22	28					23	19	1	21	9	27	263
	Freight	Freight	Freight	Freight	Pacific Limited	Tonopah Express Mixed	Overland Limited	Gold Coast	Passenger	San Francisco Limited					San Francisco Passenger Mixed	Pacific Limited	Overland Limited	Passenger	Fast Mail	San Francisco Limited	Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard POWYTBK	6.00 PM	12.05 PM	5.45 AM	12.01 AM	10.30 PM	7.20 PM	**7.35** AM	7.05 AM	6.30 AM	3.45 AM	246.2	TO-R SPARKS	2.9	138.1	s 4.10 AM	s 5.35 AM	s **7.35** AM	s 9.05 PM	s 10.20 PM	s 10.55 PM	
N S 85— 50 P	6.10	12.14	5.52	12.10	10.35	7.28	7.40	f 7.13	6.36	3.50	249.1	VISTA	4.0	135.2	f 4.05	5.29	7.30	8.59	10.14	10.50	
50— 98 P	6.18	12.22	6.00	12.18	**10.44**	7.35	7.46	f **7.25**	6.43	**3.55**	253.1	TO HAFED	4.2	131.2	f **3.55**	5.24	**7.25**	8.53	10.09	**10.44**	
50— 94 PW	6.27	12.31	6.08	12.27	10.54	7.42	7.52	f 7.35	6.49	4.01	257.3	DITHO	4.8	127.0	f 3.40	5.18	7.19	8.47	10.03	10.38	
50— 79 P	6.36	12.40	6.18	12.36	11.00	7.50	7.58	f 7.42	6.55	4.07	262.1	TO CLARK	4.6	122.2	f 3.32	5.12	7.13	8.41	9.57	10.31	
83— 50 P	6.44	12.48	6.26	12.44	11.06	7.58	8.04	f 7.48	**7.07**	4.13	266.7	THISBE	4.7	117.6	f 3.24	5.05	**7.07**	8.35	9.51	10.25	
96— 46 PW	6.52	12.56	6.34	12.52	11.12	8.05	8.10	f 7.54	7.16	4.19	271.4	GILPIN	4.7	112.9	f 3.16	4.59	7.00	8.29	9.45	10.19	
Yard PY	7.01	1.05	**6.54**	**1.01**	11.18	s **8.20**	8.16	s 8.05	★ s 7.22 AM	4.25	276.1	TO-R FERNLEY	4.3	108.2	s 3.05	4.52	**6.54**	★ **8.20** PM	9.39	10.13	**1.01** AM
49— 98 P	7.09	1.13	7.03	1.09	11.23	8.33	8.21	f 8.11		4.30	280.4	ARGO	4.0	103.9	2.50	4.46	6.49		9.34	10.07	12.52
80— 52 P	7.17	1.21	7.10	1.17	11.28	8.40	8.26	f 8.16		**4.37**	284.4	PATNA	3.7	99.9	2.42	**4.37**	6.44		9.29	10.02	12.42
Yard POWYTBK	7.24	1.28	7.18	1.24	s 11.38	s 8.50 PM	8.31	s 8.21 / 8.35		4.42	288.1	TO-R HAZEN	4.4	96.2	2.30 AM	s 4.25	6.39		9.24	f 9.55	12.30 AM
50 102 PW	7.41	1.45	7.35	1.41	11.45		8.38	f 8.43		4.49	292.5	MASSIE	4.9	91.8		f 4.13	6.32		9.17	9.47	
50—100 P	7.51	1.55	7.45	1.51	11.51		8.44	f 8.50		4.56	297.4	FALAIS	4.6	86.9		f 4.06	6.27		9.11	9.40	
80— 50 P	7.59	2.03	7.53	1.59	11.56 PM		8.50	f 8.56		5.03	302.0	UPSAL	4.8	82.3		f 3.59	6.22		9.05	9.34	
52—100 P	8.07	2.11	8.01	2.07	12.01 AM		8.56	f 9.02		5.10	306.8	DESERT	4.9	77.5		f 3.52	6.16		8.59	9.28	
100— 51 PW	8.15	2.19	8.10	2.15	12.07		9.02	f 9.09		5.17	311.7	TO PARRAN	4.4	72.6		f 3.46	6.10		8.53	9.21	
100— 50 P	8.23	2.27	8.18	2.23	12.12		9.07	f 9.15		5.22	316.1	HUXLEY	3.9	68.2		f 3.40	6.05		8.47	9.16	
50— 98 P	**8.43**	2.33	8.25	2.29	12.16		9.11	f 9.20		5.27	320.0	OCALA	4.2	64.3		f 3.35	6.01		**8.43**	9.11	
50— 98 P	**9.06**	2.41	8.33	2.37	12.21		9.16	f 9.26		5.32	324.2	MIRIAM	4.2	60.1		f 3.30	5.56		8.38	**9.06**	
55— 93 P	9.16	2.49	8.41	2.45	12.26		9.21	f 9.32		5.37	328.4	TOY	3.4	55.9		f 3.25	5.51		8.33	9.01	
102 P	9.23	2.56	8.49	2.52	12.30		9.25	f 9.38		**5.46**	331.8	TOULON	4.6	52.5		f 3.21	**5.46**		8.29	8.56	
102 P	9.31	3.04	8.57	3.00	12.35		9.31	f 9.44		5.55	336.4	GRANITE PT.	4.1	47.9		f 3.15	5.41		8.24	8.50	
PY	9.39	3.11	9.05	**3.10**	12.40		9.36	f 9.50		6.00	340.5	PERTH	3.8	43.8		f **3.10**	5.36		8.19	8.45	
125—125 PW	9.55	3.18	9.15 / 10.10	3.30	s 12.48		9.43	s 10.00		6.05	344.3	TO LOVELOCK	4.7	40.0		s 3.05	5.31		f 8.14	f 8.37	
8 P	10.15	3.43	10.26	3.45	12.57		9.50	10.08		6.13	349.0	KODAK	4.2	35.3		2.54	5.25		8.07	8.30	
Spur 45 P	10.30	3.58	10.41	4.00	1.03		9.55	f 10.16		6.20	353.2	WOOLSEY	4.6	31.1		f 2.49					
40— PW	10.45	4.17	11.00	4.20	1.10		10.02	s 10.25		6.27	357.8	TO OREANA	8.2	E.B. 26.3 / W.B. 26.5		f 2.43	5.13		7.57	8.19	
127 center P	11.10	4.42	11.25	4.45	1.22		10.12	f 10.37		6.38	366.0	RYE PATCH	6.8	18.1 / 18.3		f 2.31	5.02		7.46	8.08	
Spur 5								f			372.6	VALERY	4.4	11.5 / 11.5		f					
134 center PW	11.37	5.09	11.52 AM	5.12	1.34		10.24	f 10.51		6.50	377.0	HUMBOLDT	7.1	7.1 / 7.1		f 2.17	4.48		7.33	7.54	
Yard POWYBK	11.55 PM	5.27 PM	12.10 PM	5.30 AM	s 1.45 AM		s 10.34 AM	s 11.02 AM		s 7.00 AM	384.1	TO-R IMLAY		0.0 / 0.0		2.05 AM	4.36 AM		7.22 PM	7.42 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		138.1		137.9 / 138.1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District	(5.55)	(5.22)	(6.25)	(5.29)	(3.15)	(1.30)	(2.59)	(3.57)	(0.52)	(3.15)					(1.40)	(3.30)	(2.59)	(0.45)	(2.58)	(3.13)	(0.31)
Average speed per hour	23.30	25.69	21.49	25.14	42.43	27.93	46.22	34.91	34.50	42.43					25.14	39.45	46.29	39.86	46.55	42.93	19.35

Automatic Block System (Sparks–Perth); Double Track (Perth–Imlay).

The track north of the main track at Vista, Thisbe, Gilpin, Patna, Upsal, Parran and Huxley, and the track south of the main track at Hafed, Ditho, Clark, Argo, Massie, Falais, Desert, Ocala, Miriam and Toy is the siding. Schedule time and train orders apply at the end of double track at Perth.

★ NO. 22 WILL HEAD AROUND WYE AT FERNLEY AND NOT GO TO STATION.

★ NO. 21 HEAD IN THROUGH WEST LEG OF WYE TO SIDING BACK UP ON SIDING TO POINT OPPOSITE STATION, THEN HEAD OUT THROUGH CROSS OVER WEST OF STATION—SECOND PARAGRAPH OF RULE 5 WILL APPLY AT THIS CROSSOVER.

Train 22 will secure two clearances at Sparks; one ok'd by the Sparks Subdivision dispatcher, and will be endorsed across its face "Sparks Subdivision"; and the second clearance to be ok'd by the Wendel Subdivision dispatcher, and endorsed across its face "Wendel Subdivision." Under these conditions No. 22 may leave Fernley without a clearance and will leave a register ticket at Wadsworth showing their arrival and departure Fernley.

OIL BUFFER SPRING SWITCHES

PERTH—Normal position for eastward main track.

LOVELOCK—At west end north siding, normal position for westward main track. At east end south siding, normal position for eastward main track. Trains moving against current of traffic must stop and ascertain switches properly lined before using.

ADDITIONAL STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
2 & 28	Any Station	Cheyenne
24	Any Station	South of Hazen
27	Hazen	Reno
19	Fernley	Reno

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
1 & 27	Any Station	Cheyenne
9	Lovelock, Hazen, when more mail than can be hung on mail crane.	
19	Fernley	Any Station
9	Hazen	Ogden

Capacity of sidings in car lengths	280 Freight (Second Class)	292 Freight (Second Class)	276 Freight (Second Class)	314 Local Freight (Second Class)	258 Freight (Second Class)	10 Gold Coast (First Class)	42 Overland Limited (First Class)	28 San Francisco Limited (First Class)	20 Pacific Limited (First Class)	Distance from San Francisco	Time Table No. 38, December 28, 1930 — STATIONS	Distance from Carlin	1 Overland Limited (First Class)	3 Western Pacific Pacific Express (First Class)	9 Fast Mail (First Class)	27 San Francisco Limited (First Class)	41 Western Pacific Scenic Limited (First Class)	19 Pacific Limited (First Class)	61 Western Pacific Fast Freight (Second Class)	55 Western Pacific Fast Freight (Second Class)
	Leave Daily	Leave Daily	Leave Daily	Lv. Tuesday Thursday Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard POWYBK	7.20 PM	12.45 PM	6.10 AM	5.40 AM	12.30 AM	11.10 AM	10.39 AM	7.05 AM	1.50 AM	384.1	TO-R IMLAY (4.6) — Double Track	150.2	s 4.31 AM		s 7.17 PM	s 7.37 PM		s 2.00 AM		
Spur 61 P						s 11.20	10.47	7.13	1.58	388.7	MILL CITY (8.3) — Double Track	145.6	4.24		7.10	7.30		f 1.50		
127 Center W						f 11.33	10.58	7.24	2.09	397.0	COSGRAVE (9.6) — Double Track	137.3	4.15		7.01	7.21		f 1.40		
N 40 S P	8.10	1.35	7.00	6.40	1.30	f 11.46	11.10	7.36	2.21	406.6 / 406.8	TO-R ROSE CREEK (5.3) — Double Track	127.7	4.04		6.50	7.10		f 1.30		
100 P	8.20	1.45	7.10	6.55	1.45	f 11.52 AM	11.17	7.44	2.28	412.1	BENIN (5.2)	122.4	3.58		6.44	7.04		f 1.24		
93—105 PW	8.31	1.56	7.21	7.10 / 8.10	2.00	s 12.10 PM	11.25	7.55	2.38	417.3	TO WINNEMUCCA (3.6)	117.2	3.52		f 6.37	f 6.57		s 1.17		
PI	8.41 PM	2.03 PM	7.31 AM	8.20 AM	2.10 AM	12.15 PM	11.30 AM	8.00 AM	2.43 AM	420.9	TO-R WESO (2.4)	113.6	3.47	f 10.52 AM	6.31	6.51	11.32 PM	1.07	1.15 PM	2.30 AM
101 P										423.8	TULE (5.6)	111.2	3.43	f 10.46	6.27	6.47	11.26	f 1.03	1.05	2.24
80 P										428.9	EGLON (5.1)	105.6		f 10.39			11.18	f 12.57	12.54	2.15
92 PW										434.0	TO GOLCONDA (5.3)	100.5	3.30	s 10.32	6.14	6.34	11.12	s 12.51	12.40	2.06
53 Spur 53 P										439.3	PREBLE (4.2)	95.2		f 10.22			11.06	f 12.45	12.25	1.57
Spur 52 P										443.5	COMUS (4.6)	91.0		f 10.15			11.01	f 12.40	12.15	1.48
51—51 P										448.1	IRON POINT (4.6)	86.4	3.15	f 10.08	5.58	6.18	10.56	f 12.35	12.06 PM	1.39
Spurs 51 53 P										452.7	HERRIN (4.7)	81.8		f 10.01			10.50	f 12.30	11.56 AM	1.30
Spurs 47 41 P										457.4	STONE HOUSE (3.9) — Automatic Block System	77.1	3.05	f 9.54	5.48	6.08	10.45	f 12.25	11.46	1.21
77 POW										461.3	VALMY (5.0) — Automatic Block System	73.2		f 9.48			10.40	f 12.21	11.37	1.13
100 P										466.3	MOTE (4.6) — Automatic Block System	68.2	2.56	f 9.40	5.39	5.59	10.34	f 12.16	11.25	1.03
71 P										470.9	PIUTE (4.9) — Automatic Block System	63.6		f 9.33			10.28	f 12.11	11.15	12.54
71— PW										475.8	TO BATTLE MOUNTAIN (6.2) — Automatic Block System	58.7	2.46	s 9.26	5.29	f 5.49	f 10.22	s 12.05 AM	11.00	12.38
71 P										482.0	ROSNY (5.7) — Automatic Block System	52.5		f 9.13			10.12	f 11.55 PM	10.38	12.22
68 P										487.7	ARGENTA (5.2) — Automatic Block System	46.8	2.33	f 9.06	5.16	5.36	10.06	f 11.49	10.25	12.13
100 P										492.9	MOSEL (5.6) — Automatic Block System	41.6		f 8.59			10.00	f 11.43	10.15	12.05 AM
50 50 P										498.5	SHOSHONE (5.2) — Automatic Block System	36.0	2.22	f 8.52	5.05	5.25	9.54	f 11.37	10.06	11.47 PM
Spurs 55 55 P										503.7	LADOGA (4.5) — Automatic Block System	30.8		f 8.45			9.48	f 11.31	9.56	11.37
98 PW										508.2	TO BEOWAWE (4.5) — Automatic Block System	26.3	2.12	s 8.38	4.55	5.15	9.43	s 11.26	9.45	11.26
Spur 51 53 P										512.7	CLURO (4.3) — Automatic Block System	21.8		f 8.25	4.50	5.10	9.37	f 11.20	9.36	11.10
Spurs 53 53 P										517.0	HARNEY (4.6) — Automatic Block System	17.5	2.03	f 8.18	4.45	5.05	9.31	f 11.14	9.26	11.01
Spurs 51 52 P										521.6	GERALD (3.6) — Automatic Block System	12.9	1.57	f 8.10	4.39	4.59	9.24	f 11.08	9.13	10.53
I										525.2	E. N. Crossing (0.3) — Automatic Block System	9.3								
I										525.5	E. N. Crossing (0.2) — Automatic Block System	9.0								
51—55 PW										525.7	TO PALISADE (5.5) — Automatic Block System	8.8	1.49	s 8.02	4.32	4.52	9.17	s 11.00	8.59	10.42
81 P										531.2	TYROL (3.3) — Automatic Block System	3.3		f 7.52	4.24	4.44	9.09	10.52	8.43	10.27
Yard POWTBK										534.5	TO-R CARLIN — Automatic Block System	0.0	1.36 AM	7.45 AM	4.18 PM	4.38 PM	9.02 PM	10.45 PM	8.30 AM	10.15 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tuesday Thursday Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.21)	(1.18)	(1.21)	(2.40)	(1.40)	(1.05)	(0.51)	(0.55)	(0.53)		Time over District		(2.55)	(3.07)	(2.59)	(2.59)	(2.30)	(3.15)	(4.45)	(4.15)
	27.11	28.15	27.11	13.80	22.08	33.96	43.29	40.14	41.66		Average speed per hour		51.49	36.44	50.34	50.34	45.44	46.21	23.91	26.73

See Western Pacific Current Timetable for Eastward Southern Pacific schedules between Weso and Carlin.

Schedule time and train orders apply at the end of double track at Rose Creek.

OIL BUFFER SPRING SWITCHES

Rose Creek—Normal position for westward main track.

ADDITIONAL STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
42 & 28	Any Station	Cheyenne
20, 28	Winnemucca	To receive and discharge passengers to and from points where these trains are time tabled to stop or stop on flag.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
1&27	Any Station	Cheyenne

ELKO SUB-DIVISION

Time Table No. 38

December 28, 1930

See Western Pacific current time table for eastward Southern Pacific schedules between Carlin and Alazon.

Capacity of sidings in car lengths	292 Freight (Second Class)	276 Freight (Second Class)	258 Freight (Second Class)	280 Freight (Second Class)	10 Gold Coast (First Class)	42 Overland Limited (First Class)	28 San Francisco Limited (First Class)	20 Pacific Limited (First Class)	Distance from San Francisco		STATIONS	Distance from Montello	3 Western Pacific Pacific Express (First Class)	9 Fast Mail (First Class)	27 San Francisco Limited (First Class)	41 Western Pacific Scenic Limited (First Class)	19 Pacific Limited (First Class)	1 Overland Limited (First Class)	61 Western Pacific Fast Freight (Second Class)	55 Western Pacific Fast Freight (Second Class)
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard POWBKT									534.5	TO-R	CARLIN 3.0	127.4	s 7.35 AM	s 4.13 PM	s 4.33 PM	s 8.55 PM	s 10.39 PM	s 1.31 AM	8.20 AM	9.55 PM
N S 79 P									537.5		VIVIAN 2.8	124.4	f 7.26	4.04	4.23	8.46	f 10.29	1.22	8.04	9.39
Spur 42 P									540.3		TONKA 4.2	121.6	f 7.22			8.42	f 10.25		7.59	9.30
48 - 47 P									544.5		MOLEEN 5.8	117.4	f 7.16	3.55	4.14	8.36	f 10.18	1.14	7.50	9.20
70 P									550.3		AVENEL 4.2	111.6	f 7.09	3.49	4.08	8.29	f 10.10	1.08	7.40	9.05
									554.5		WEST ELKO 1.5	107.4	7.03	3.44	4.03	8.23	10.04	1.03	7.30 AM	8.50 PM
Yard PW									556.0	TO-R	ELKO 4.5	105.9	7.00 s 6.50	f 3.41	f 3.59	8.20 s 8.15	s 10.01	1.00	Via WP Yard 7.05 AM	Via WP Yard 8.01 PM
81 P									560.5		COIN 4.3	101.4	f 6.42	3.35	3.52		f 9.50		6.49	7.50
Spurs 40—41 P									564.8		OSINO 3.0	97.1	f 6.35	3.29	3.46	8.04	f 9.44	12.50	6.42	7.40
Spurs 43—41 P									567.8		RYNDON 5.6	94.1	f 6.29			7.59	f 9.39	12.45	6.35	7.25
87 PW									573.4		ELBURZ 3.3	88.5	f 6.20	3.16	3.33	7.50	f 9.30	12.37	6.20	7.10
99 P									576.7	TO	HALLECK 4.5	85.2	f 6.15			7.46	f 9.25		6.03	6.56
81 P									581.2		RASID 4.1	80.7	f 6.09	3.07	3.24	7.41	f 9.17	12.28	5.56	6.48
Spur 45 P									585.3		NATCHEZ 4.3	76.6	f 6.04				f 9.11		5.49	
113 PW									589.6	TO	DEETH 4.8	72.3	s 5.58	2.57	3.14	7.32	f 9.05	12.19	5.44	6.23
Spur 51 P									594.4		NARDI 4.7	67.5	f 5.52				f 8.57		5.37	6.11
151-Spur 15 P									599.1		TULASCO 4.5	62.8	f 5.46	2.47	3.04	7.21	f 8.51	12.08	5.29	5.59
85 PI	10.34 PM	4.53 PM	11.00 AM	5.31 AM	4.41 PM	3.18 PM	12.15 PM	f 7.03 AM	603.6	TO-R	ALAZON 3.9	58.3	f 5.40 AM	2.41	2.58	7.15 PM	f 8.45	12.02 AM	5.20 AM	5.45 PM
Yard POWYBK	10.59	5.18	11.25 AM	5.51	s 4.47	3.24	12.21	s 7.15	607.5	TO-R	WELLS 5.9	54.4		2.36	2.53		s 8.38	11.57 PM		
Spur 2					4.59	3.36	12.34	7.30	613.4		CEDAR 3.0	48.5								
47—106 PY	11.43	6.05	12.15 PM	6.34	5.08	3.45	12.43	f 7.40	616.4	TO-R	MOOR 3.7	45.5		2.22	2.39		f 8.20	11.43		
97—47 PW	11.52	6.14	12.26	6.42	5.13	3.50	12.48	f 7.45	620.1		ANTHONY 4.0	41.8		2.17	2.34		f 8.14	11.38		
47—48 P	11.59 PM	6.24	12.36	6.51				f 7.50	624.1		HOLBORN 3.4	37.8					f 8.09			
47—97 P	12.08 AM	6.33	12.44	7.00	5.22	3.59	12.57	f 7.55	627.5		FENELON 4.3	34.4		2.08	2.25		f 8.04	11.29		
97—47 P	12.17	6.42	12.53	7.09	5.28	4.05	1.03	f 8.02	631.8		PEQUOP 5.0	30.1		2.02	2.19		f 7.57			
47—47 P	12.28	6.53	1.03	7.21	5.34	4.11	1.10	f 8.09	636.8		ICARUS 3.8	25.1		1.56	2.13		f 7.50	11.18		
99 YWP	12.37	7.02	1.15	7.28	5.39	4.16	1.15	f 8.14	640.6	TO-R	VALLEY PASS 4.2	21.3		1.50	2.08		f 7.44	11.13		
64 P	12.57	7.22	1.39	7.48	f 5.45	4.21	f 1.24	s 8.20	644.8		COBRE 5.0	17.1		f 1.43	f 1.54		f 7.36	11.07		
93 center PW					5.53	4.29	1.33	f 8.37	649.8		LORAY 3.6	12.1		1.32	1.45		f 7.26	10.58		
Spur 2 P					5.59	4.35	1.39	f 8.44	653.4		TIOGA 1.9	8.5		1.24	1.38		f 7.20	10.51		
P									655.3		ULLIN 6.6	6.6								
Yard POWYBK	2.05 AM	8.27 PM	2.40 PM	8.50 AM	s 6.09 PM	s 4.49 PM	s 1.50 PM	s 8.57 AM	661.9	TO-R	MONTELLO	0.0		1.03 PM	1.18 PM		7.00 PM	10.30 PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.31)	(3.34)	(3.40)	(3.19)	(1.28)	(1.31)	(1.35)	(1.54)			Time over District		(1.55)	(3.10)	(3.15)	(1.40)	(3.39)	(3.01)	(3.00)	(4.10)
	16.57	16.34	15.90	17.57	39.75	38.43	36.82	30.68			Average speed per hour		36.05	40.23	39.20	41.46	34.90	42.23	23.03	16.38

Automatic Block System: Carlin to Montello. Double Track: Alazon to Moor; Valley Pass to Montello.

The track north of the Main Track at Anthony and Pequop and the track south of the Main Track at Fenelon is the siding.
Schedule time and train orders will apply at the end of double track at Moor and Valley Pass.

OIL BUFFER SPRING SWITCHES

WELLS—East switch track No. 1, normal position for eastward main track. Trains passing from track No. 1 to eastward main will be governed by dwarf light signal No. 6080, located on south side of track No. 1, 268 feet west of switch.

WEST ELKO—Normal position for westward Southern Pacific track. Eastward movement must not be made over this switch without stopping and ascertaining switch properly lined.

EAST CARLIN—At junction of Detour and Western Pacific main track. Normal position for Western Pacific main track.

ADDITIONAL STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
42 & 28	Any Station	Cheyenne
28	Cobre	To pick up passengers for Ogden and beyond.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
1 & 27	Any Station	Cheyenne

Capacity of sidings in car lengths.	292 Freight	280 Freight	276 Freight	118 Mixed	258 Freight	10 Gold Coast	2 Overland Limited	28 San Francisco Limited	20 Pacific Limited	Distance from San Francisco	Time Table No. 38 December 28, 1930 STATIONS	Distance from Ogden EB	Distance from Ogden WB	9 Fast Mail	27 San Francisco Limited	19 Pacific Limited	1 Overland Limited	117 Mixed
	SECOND CLASS					FIRST CLASS								FIRST CLASS				THIRD CLASS
	Leave Daily	Leave Daily	Leave Daily	Leave Tues.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	EB	WB	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon.
Yard POWYBK	6.20 PM	12.15 PM	6.05 AM	6.00 AM	12.15 AM	6.14 PM	4.54 PM	1.55 PM	9.02 AM	661.9	TO-R MONTELLO	120.4	121.2	1.03 PM	s 1.13 PM	s 6.55 PM	s 10.25 PM	s 5.30 PM
N 8 113 P				f 6.11		6.22	5.02	2.03	f 9.10	668.3	(6.4) TECOMA / (6.4) TECOMA	114.0	114.8	12.54	1.04	f 6.45	10.18	f 5.08
Grouse 121 P Gartney Spur 20						6.29	5.09	2.10	f 9.18	674.3	(6.0) GARTNEY / (2.8) GROUSE	108.0	112.0	12.50	1.00	f 6.40	10.14	
124—101 PWY	7.10	1.05	6.55	s 6.45 AM	1.05	f 6.37	5.17	2.18	f 9.29	679.8	(5.5 / 9.5) TO-R LUCIN	102.5		12.38	12.47	f 6.21	10.01	4.35 PM
97—51 P	7.19	1.14	7.04		1.14	6.42	5.23	2.23	f 9.36	684.5	(4.7) PIGEON	97.8		12.32	12.40	f 6.12		
97—50 P	7.27	1.21	7.11		1.21		5.28	2.28	f 9.42	688.8	(4.3) TECK	93.5		12.26	12.34	f 6.05	9.52	
110—50 P	7.34	1.29	7.19		1.29	6.51	5.33	2.33	f 9.47	693.2	(4.4) JACKSON	89.1		12.21	12.28	f 5.59		
98—50 P	7.41	1.36	7.26		1.36		5.39	2.38	f 9.53	697.6	(4.4) BEPPO	84.7		12.16	12.23	f 5.53	9.43	
43—80 PW	7.49	1.45	7.35		1.45	7.00	5.44	2.43	f 10.00	702.1	(4.5) TO LEMAY	80.2		12.11	12.18	f 5.44		
110—50 P	7.56	1.55	7.45		1.55		5.49	2.48	f 10.07	706.4	(4.3) NEWFOUNDLAND	75.9		12.06	12.13	f 5.35	9.34	
110—50 P	8.04	2.03	7.53		2.03	7.09	5.56	2.54	f 10.13	711.1	(4.7) GROOME	71.2		12.01 PM	12.07	f 5.29		
93—49 P	8.13	2.12	8.02		2.12		6.02	3.00	f 10.20	716.3	(5.2) ALLEN	66.0		11.55 AM	12.01 PM	f 5.22	9.24	
100—51 PY	8.22	2.21	8.11		2.21	7.19	6.07	3.05	f 10.26	720.7	(4.4) HOGUP	61.6		11.50	11.56 AM	f 5.16		
98—51 P	8.30	2.29	8.19		2.29	7.24	6.12	3.10	f 10.32	725.3	(4.6) OLNEY	57.0		11.45	11.50	f 5.10	9.15	
100—50 PW	8.45	2.44	8.34		2.44		6.17	3.16	f 10.37	730.0	(4.7) STRONGKNOB	52.3		11.39	11.44	f 5.05		
50—107 PO	8.57	2.55	8.45		2.55	7.34	6.23	3.22	f 10.45	735.2	(5.2) TO LAKESIDE	47.1		11.33	11.38	f 4.59	9.05	
	9.08	3.06	8.56		3.06	7.43	6.32	3.33	f 10.54	740.0	(4.8) TRESEND	42.3		11.24	11.29	f 4.50	8.56	
105 P										741.1	(1.1) ENGLE	41.2						
100 P Spur 10	9.27	3.25	9.15		3.25	7.56	6.46	3.49	f 11.10 / 11.15	744.8	(3.7) MIDLAKE	37.5		11.10	11.15	f 4.35	8.42	
96 P	9.49	3.47	9.37		3.47	8.12	7.02	4.05	f 11.33	750.1	(5.3) COLIN	32.2		10.53	10.58	f 4.19	8.26	
P	9.58	3.56	9.46		3.56	8.19	7.09	4.12	f 11.40	752.2	(2.1) TO BRIDGE	30.1		10.46	10.51	f 4.12	8.19	
Spur 10 P							7.15	4.18	f	755.2	(3) SALINE	27.1				f 4.03		
51 PW	10.10	4.10	10.00		4.10	8.30	7.19	4.23	f 11.51 AM	758.5	(3.3) PROMONTORY PT.	23.8		10.36	10.41	f 3.58	8.09	
Spurs P 15 47						8.40	7.28	4.35	f	763.7	(5.2) BAGLEY	18.6		10.27	10.33	f 3.47		
Center 125 Spur 7 24	10.28	4.28	10.19		4.29	8.49	7.36	4.47	f 12.07 PM	767.2	(3.5) LITTLE MOUNTAIN	15.0		10.19	10.25	f 3.40	7.53	
Spur 15 51								4.56	f	772.5	(5.3) REESE	9.8				f		
128 Center P	10.47	4.48	10.38		4.48	9.01	7.47	5.03	f 12.18	776.3	(3.8) WEST WEBER	6.0		10.08	10.16	f 3.25	7.44	
Spur 11										780.0	(3.7) MARRIOTT	2.3						
										781.4	(1.4) D. & R. G. Crossing	0.9						
Yard POWTYBK	11.15 PM	5.15 PM	11.05 AM		5.15 AM	s 9.15 PM	s 8.00 PM	s 5.20 PM	s 12.30 PM	782.3	(0.9) TO-R OGDEN	0.0		9.55 AM	10.05 AM	3.10 PM	7.32 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon.
	(4.55) 24.48	(5.00) 24.08	(5.00) 24.08	(0.45) 23.86	(5.00) 24.08	(3.01) 39.91	(3.06) 38.83	(3.25) 35.23	(3.28) 34.73		......Time over District...... ......Average speed per hour......			(3.08) 38.68	(3.08) 38.68	(3.45) 32.32	(2.53) 42.03	(0.55) 20.40

Double Track: Montello–Lucin; Lakeside–Tresend; Bridge–Ogden. Automatic Block System.

Schedule time and train orders will apply at the end of double track at Lucin, Lakeside and Bridge.
Trainmen and Enginemen are subject to rules and regulations of Ogden Union Railway and Depot Co. while in Terminal Yard at Ogden.
The track north of the main track at Jackson, Newfoundland, Groome, Strongknob, Hogup, Olney, Allen, Beppo, Teck and Pigeon and the track south of the main track at Lemay is the siding.
Spurs at Marriott, Little Mountain, Bagley, Saline and Rambo spur MP. 739.3 connected with westward track.

OIL BUFFER SPRING SWITCHES

WEST WEBER—Center siding, west end connects with westward track, east end with eastward track.
LITTLE MOUNTAIN—Center siding, west end connects with westward track, east end with eastward track.
BRIDGE—Normal position for eastward main track.
ENGLE—Normal position for westward main track.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
1 & 27 2 & 28	Any Station Any Station	Discharge Receive	Cheyenne	Cheyenne

WENDEL SUB-DIVISION

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 184 Susanville Local Freight	EASTWARD SECOND CLASS 260 Northwest Special	EASTWARD FIRST CLASS 22 Passenger	Distance from San Francisco and Wendel		Time Table No. 38 December 28, 1930 STATIONS		Distance from Lakeview	WESTWARD FIRST CLASS 21 Passenger	WESTWARD SECOND CLASS 259 Oregon Special	WESTWARD SECOND CLASS 261 Manifest Freight	WESTWARD SECOND CLASS 183 Susanville Local Freight	WESTWARD SECOND CLASS 265 Manifest Freight
	Leave Daily Ex. Saturday	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard PYB	8.50PM	1.30AM	★ 7.22AM	276.1	TO-R	FERNLEY		236.9	s★8.10PM	9.00AM	7.00PM	1.05AM	2.40AM
11 WP	9.10	1.45	s 7.33	278.1	TO	WADSWORTH	2.0	234.9	s 8.01	8.40	6.40	12.50	2.18
59 YP	9.33	**2.03**	f 7.40	281.2		DODGE	3.1	231.8	f 7.53	8.30	6.30	12.35	**2.03**
59 P	9.55	2.23	f **7.54**	290.5		NUMANA	9.3	222.5	f 7.39	**7.54**	6.00	12.05AM	1.42
17	10.10	2.35	f 8.02	295.5		LIBBY	5.0	217.5	f 7.30			11.45PM	1.31
61 P	10.25	2.44	f 8.09	299.4		HESLIP	3.9	213.6	f 7.22	7.20	5.30	11.30	1.12
Spur 19			f 8.18	304.8		ROMOLO	5.4	208.2	f 7.12				
59 WP	**10.55**	3.05	f 8.28	308.2	TO	SUTCLIFFE	3.4	204.8	f 7.06	6.55	5.05	**10.55**	12.52
62 P	11.20	3.25	f 8.40	316.6		BRISTOL	8.4	196.4	f 6.53	6.35	4.40	10.05	12.32
29 WP	11.50PM	3.40	f 8.50	321.8		BIG CANYON	5.2	191.2	f 6.42	6.17	4.23	9.45	12.20
59 P	**12.10AM**	3.50	f 8.58	326.1		ZENOBIA	4.3	186.9	f 6.35	6.07	4.13	9.17	**12.10AM**
60 P	12.35	4.05	f 9.09	332.8		ASTOR	6.7	180.2	f 6.25	5.49	3.56	9.00	11.52PM
59 P	12.40	4.12	f 9.15	335.6		EASTON	2.8	177.4	f 6.20	5.42	3.50	8.50	11.45
			f 9.17	336.4		FLANIGAN W. P. Crossing	0.8	176.6	f 6.18				
60 P	1.10	4.33	f 9.32	345.2		STACY	8.8	167.8	f 6.04	5.17	3.30	8.25	11.20
73 P	1.40	**4.55**	f 9.48	354.8		AMEDEE	9.6	158.2	f 5.49	**4.55**	3.10	8.00	11.00
POWKY Yard	2.00AM	5.05AM	s 9.58AM	358.7	T-R	WENDEL	3.9	154.3	5.42PM	4.35AM	3.00PM	7.45PM	10.45PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			82.6			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Daily
	(5.10) 15.98	(3.35) 24.17	(2.36) 31.76			……Time Over District…… ……Average Speed per hour……			(2.28) 33.47	(4.25) 18.70	(4.00) 20.65	(5.20) 15.48	(3.55) 21.08

Westerly end of Wendel sub-division is at west wye switch adjoining Fernley siding.

WENDEL SUB-DIVISION

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 198 Local Freight	EASTWARD FIRST CLASS 34 Passenger	Distance from San Francisco		Time Table No. 38 December 28, 1930 STATIONS		Distance from Westwood	WESTWARD FIRST CLASS 33 Passenger	WESTWARD THIRD CLASS 197 Local Freight
	Leave Daily Ex. Sunday	Leave Daily						Arrive Daily	Arrive Daily Ex. Sunday
POWK Yard	3.05AM	10.10AM	358.7	TO-R	WENDEL		52.6	s 5.30PM	7.25PM
			361.6		ANTOLA	2.9	49.7		
59 P	4.05	s 10.28	367.1	TO	LITCHFIELD	5.5	44.2	s 5.15	6.55
68 P	4.25	f 10.41	374.9		LEAVITT	7.8	36.4	f 5.03	6.25
Yard P	4.45 8.00	s 10.55 11.05	381.9	TO-R	SUSANVILLE	7.0	29.4	s 4.51 4.46	6.00 2.45
84 P	8.40	f 11.25	390.1		BUNNEL	8.2	21.2	f 4.25	2.12
57 WP	9.15	f 11.37	394.8		GOUMAZ	4.7	16.5	f 4.13	1.52
66 YP	9.45	f 11.52AM	400.1		WESTWOOD JCT.	5.3	11.2	f 3.59	1.28
		f	402.3		LASCO	2.2	9.0	f	
59P	10.15	f 12.05PM	406.6		FACHT	4.3	4.7	f 3.48	12.48
60		f	410.1		CONMAN	3.5	1.2	f	
Yard PWK	10.35AM	s 12.15PM	411.3	TO-R	WESTWOOD	1.2	.0	3.40PM	12.30PM
	Arrive Daily Ex. Sunday	Arrive Daily			(52.6)			Leave Daily	Leave Daily Ex. Sunday
	(7.30) 7.01	(2.05) 25.24			….Time over District…… ..Average Speed per hour….			(1.50) 28.69	(6.55) 7.60

ALTURAS SUB-DIVISION

Capacity Sidings in Car Lengths	EASTWARD SECOND CLASS 260 Northwest Special	EASTWARD FIRST CLASS 22 Passenger	Distance from San Francisco		Time Table No. 38 December 28, 1930 STATIONS		Distance from Lakeview	WESTWARD FIRST CLASS 21 Passenger	WESTWARD SECOND CLASS 261 Manifest Freight	WESTWARD SECOND CLASS 265 Manifest Freight	WESTWARD SECOND CLASS 259 Oregon Special
	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
POWKY Yard	6.20AM	10.08AM	358.7	TO-R	WENDEL		154.3	s 5.27PM	2.35PM	10.15PM	4.15AM
75 P	6.46	f 10.25	365.7		VIEWLAND	7.0	147.3	f 5.07	2.05	9.48	3.48
64 WP	7.15	s 10.41	374.7	TO	KARLO	9.0	138.3	s 4.43	1.30	9.15	3.13
74 P	8.05	f 11.02	383.6		SECRET	8.9	129.4	f 4.20	1.05	8.50	2.46
Spur 10 P		f 11.14	388.0		HORSE LAKE	4.4	125.0	f 4.10			
65 YP	8.50	f 11.26	392.5		CREST	4.5	120.5	f 4.00	12.25PM	8.15	2.10
82 WPOYTK	9.10	s **11.41**	397.9	TO	RAVENDALE	5.4	115.1	s 3.47	**11.41AM**	7.30	1.52
Spur 8 P	9.30	s 11.54AM	404.7		TERMO	6.8	108.3	s 3.33	10.40	6.50	1.30
100 WYP	**10.10**	s 12.17PM	418.9	TO	MADELINE	14.2	94.1	s 3.09	**10.10**	6.20	12.20AM
71 YP	10.35	f 12.27	423.3		SAGE HEN	4.4	89.7	f 3.00	9.50	6.00	11.50PM
77 W	11.20	f 12.55	434.0		INDIAN CAMP	10.7	79.0	f 2.33	8.50	5.00	11.00
123 YOWTKP	11.50AM	s 1.10	438.7	TO	LIKELY	4.7	74.3	s 2.22	8.20	4.30	10.35
Spur 7	12.25PM	f 1.17	441.9		WIDGEON	3.2	71.1	f 2.15	8.00	4.00	10.15
Spur 12 P	12.35	f 1.21	443.6		BAYLEY	1.7	69.4	f 2.12	7.50	3.45	10.05
6 P	1.15	f 1.45	455.6		PAOLA	12.0	57.4	f 1.53	6.55	3.10	9.10
POWYK Yard	1.30PM	s **1.50PM**	456.9	TO-R	ALTURAS YARD	1.3	56.1	**1.50PM**	6.45AM	3.00PM	9.00PM
	Arrive Daily	Arrive Daily			(98.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(7.10) 13.84	(3.42) 26.54			……Time over District…… ……Average speed per hour……			(3.37) 27.42	(7.50) 12.66	(7.15) 13.68	(7.15) 13.68

SCHEDULE TIME AND TRAIN ORDERS OF TRAINS 21 AND 22 AT ALTURAS YARD APPLY AT JUNCTION SWITCH, LAKEVIEW BRANCH.

★NO. 22 WILL HEAD AROUND WYE AT FERNLEY AND NOT GO TO STATION.

★NO. 21 HEAD IN THROUGH WEST LEG OF WYE TO SIDING BACK UP ON SIDING TO POINT OPPOSITE STATION. THEN HEAD OUT THROUGH CROSS OVER WEST OF STATION SECOND PARAGRAPH OF RULE 5 WILL APPLY AT THIS CROSS OVER.

ADDITIONAL STOPS:—NOS. 21 AND 22 WILL STOP ON FLAG AT ARMSTRONG ROAD CROSSING BETWEEN M. P. 449 AND 450.
AT SECTION HEADQUARTERS NEAR M. P. 413.
AT PYRAMID POST OFFICE M. P. 319.6.

MINA SUB-DIVISION

Capacity of sidings in car lengths.	EASTWARD SECOND CLASS 190 Mixed	Distance From San Francisco		Time Table No. 38 December 28, 1930 STATIONS		Distance from Churchill	WESTWARD THIRD CLASS 189 Mixed
	Lv. Tuesday Thursday Saturday						Ar. Monday Wednesday Friday
BPOY	10.25AM	342.4	R	MOUND HOUSE		26.0	s 4.10PM
Spur 4		339.0		GOLDY	3.4	22.6	
9 KPW	s 10.55	336.4	TO	DAYTON	2.6	20.0	s 3.35
Spur 4		334.1		RANDALL	2.3	17.7	
Spur 5	f	330.2		CANTY	3.9	13.8	f
Spur 1	f	327.4		SPUR A	2.8	11.0	f
Spur 1	f 11.42AM	324.8		CLIFTON	2.6	8.4	f 2.40
Spur 2	f	322.3		LYON	2.5	5.9	f
Spur 2	f	320.7		TUGELA	1.6	4.3	f
Yard POY	s 12.19PM	316.4	R	CHURCHILL	4.3	0.0	2.00PM
	Arr. Tuesday Thursday Saturday			(26.0)			Lv. Monday Wednesday Friday
	(1.54) 13.68			……Time over District…… ……Average speed per Hour……			(2.10) 12.00

MINA SUB-DIVISION

Capacity of sidings in car lengths	190	194	24	Distance from San Francisco		STATIONS		Distance from Mina	23	189	193
EASTWARD	FIRST CLASS	FIRST CLASS	FIRST CLASS			Time Table No. 38 December 28, 1930			FIRST CLASS	THIRD CLASS	THIRD CLASS
	Mixed	Mixed	Tonopah Express Mixed						San Francisco Passenger Mixed	Mixed	Mixed
	Lv. Tuesday Thursday Saturday	Lv. Monday Wednesday Friday	Leave Daily						Arrive Daily	Ar. Monday Wednesday Friday	Ar. Tuesday Thursday Saturday
Yard TYWOPBK	10.40AM		9.35PM	288.1	TO-R	HAZEN	4.8	128.9	s 2.00AM		s 4.00PM
47		f 10.50	9.45	292.9		BANGO	2.3	124.1	f 1.47		f 3.40
Spur 13			f	295.2		LAHONTAN	1.0	121.8	f		
Spur 85			f	296.2		LAMAR	1.7	120.8	f		
46		f 11.00	f 9.55	297.9		RUGBY	4.6	119.1	f 1.36		f 3.30
46		f 11.10	f 10.05	302.5		HAWES	4.5	114.5	f 1.26		f 3.17
46 W		f 11.23	f 10.15	307.0		APPIAN	5.5	110.0	f 1.17		f 3.03
47		f 11.35	f 10.27	312.5		PAWNEE	1.3	104.5	f 1.05		f 2.48
10			f	313.8		WEEKS	2.6	103.2	f		
75 POY	12.20PM	f 11.42AM	f 10.35	316.4	R	CHURCHILL	11.4	100.6	f 12.58	s 1.55PM	f 2.40
				327.8		N. C. B. CROSSING	0.2	89.2			
Yard PYW	s 12.45PM	s 12.05PM	s 11.15	328.0	TO-R	WABUSKA	3.9	89.0	s 12.37	1.30PM	2.15PM
3				331.9		LUX	2.7	85.1			
27			f 11.30	334.6		MOQUIST	9.1	82.4	f 12.15AM		
28 P			f 11.55PM	343.7		RIO VISTA	4.0	73.3	f 11.55PM		
33			f 12.05AM	347.7		RESERVATION	1.6	69.3	f 11.43		
Spur 4				349.3		ZAIS	4.9	67.7			
66 W			s 12.40	354.2	TO	SCHURZ	7.2	62.8	s 11.33		
34			f 12.57	361.4		STUCKEY	5.9	55.6	f 11.17		
26 P			f 1.14	367.3		GILLIS	2.0	49.7	f 11.06		
Spur 2 P			f	369.3		NOLAN	7.3	47.7	f		
35 P			f 1.33	376.6		MAGNUS	2.2	40.4	f 10.48		
24			1.39	378.8		WALKER	5.6	38.2	10.43		
46			s 2.15	384.4	TO	THORNE	5.0	32.6	s 10.33		
47			f	389.4		DOVER	4.6	27.6	f		
37			f 2.40	394.0		KINKEAD	7.1	23.0	f 10.04		
33 P			f	401.1		ACME	7.1	15.9	f		
41			s 3.22	408.2		LUNING	8.8	8.8	f 9.36		
Yard POWYBK			s 3.45AM	417.0	TO-R	MINA		0.0	9.20PM		
	Ar. Tuesday Thursday Saturday	Ar. Monday Wednesday Friday	Arrive Daily			(128.9)			Leave Daily	Lv. Monday Wednesday Friday	Lv. Tuesday Thursday Saturday
	(0.25)	(1.25)	(6.10)			Time over District			(4.40)	(0.25)	(1.45)
	27.84	28.16	20.90			Average speed per hour			27.62	27.84	22.80

Capacity of sidings in car lengths.		204	202	Distance from San Francisco		STATIONS		Distance from Fallon	201	203
EASTWARD		SECOND CLASS	FIRST CLASS			Time Table No. 38 December 28, 1930			SECOND CLASS	THIRD CLASS
		Mixed	Mixed						Mixed	Mixed
		Leave Daily	Leave Daily						Arrive Daily	Arrive Daily
Yard BKPTOWY		9.15AM	6.15AM	288.1	TO-R	HAZEN	5.4	15.8	s 8.10AM	s 4.15PM
54		f 9.31	f 6.31	293.5		MAHALA	4.6	10.4	f 7.54	f 3.59
56		f 9.44	f 6.44	298.1		MIRAGE	2.8	5.8	f 7.41	f 3.46
Spur 6		f	f	300.9		SANLAN	3.0	3.0	f	f
Yard PWY		s 10.00AM	s 7.00AM	303.9	TO-R	FALLON		0.0	7.25AM	3.30PM
		Arrive Daily	Arrive Daily			(15.8)			Leave Daily	Leave Daily
		(0.45)	(0.45)			Time over District			(0.45)	(0.45)
		21.06	21.06			Average speed per hour			21.06	21.06

Second class and extra trains may run ahead of No. 123 Tonopah Jct. to Mina.

(Narrow Gauge)

Capacity of sidings in car lengths	196	192	180	124	Distance from San Francisco		STATIONS		Distance from Keeler	123	195	191	179
EASTWARD	SECOND CLASS	SECOND CLASS	SECOND CLASS	FIRST CLASS			Time Table No. 38 December 28, 1930			FIRST CLASS	SECOND CLASS	SECOND CLASS	THIRD CLASS
	Mixed	Mixed	Freight	T. & G. Tonopah Express Mixed						T. & G. San Francisco Passenger Mixed	Mixed	Mixed	Freight
	Leave Daily Ex. Sunday	Lv. Monday Wednesday Friday	Leave Daily Ex. Sunday	Leave Daily						Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday Thursday Saturday	Arrive Daily Ex. Sunday
Yard POWYBK		6.00AM		4.15AM	417.0	TO-R	MINA (Joint Track Three Rails)	3.5	160.2	s 9.05PM		s 7.15PM	
Spur 4		f 6.10		f 4.25	420.5		SODAVILLE (Joint Track Three Rails)	4.5	156.7	f 8.56		f 7.03	
Spur 4		f		f	425.0		RHODES (Joint Track Three Rails)	1.0	152.2	f		f	
		s 6.30		s 4.40AM	426.0	R	TONOPAH JCT. (Joint Track Three Rails)	6.4	151.2	8.40PM		s 6.48	
20 PW		f 6.59			432.4		BELLEVILLE	3.0	144.8			f 6.15	
Y		f 7.11			435.4		FILBEN	3.3	141.8			f	
Spur 2		f			438.7		LITTLE SUMMIT	6.1	138.5			f	
Spur 10					444.8		RAYDEL	5.6	132.4				
18 PW		s 8.20			450.4		BASALT	7.7	126.8			s 4.55	
24 PY		s 9.00			458.1	TO	MT. MONTGOMERY	8.6	119.1			s 4.15	
15 PW		s 9.50			466.7		QUEEN	2.2	110.5			s 3.35	
					468.9		STATE LINE	7.1	108.3				
24 P		s 10.35			476.0		BENTON	11.0	101.2			s 2.51	
13YPW		f 11.10			487.0		HAMMIL	2.4	90.2			f 2.10	
12		f			489.4		DEHY	1.9	87.8			f	
4		f 11.20			491.3		SHEALY	7.8	85.9			f 1.50	
14 P		f 11.36AM			499.1		CHALFANT	2.6	78.1			f 1.30	
12					501.7		TOM	5.1	75.5				
Yard POTWK	1.30PM	s 12.15PM			506.8	TO-R	LAWS	2.8	70.4		s 12.30PM	1.00PM	
	f				509.6		POLITA	2.1	67.6		f		
8	f 1.42				511.7		BIGELOW	4.4	65.5		f 12.12		
8	f 1.53				516.1		BLACK CANYON	6.6	61.1		f 12.01PM		
14 P	s 2.15				522.7	TO	ZURICH	2.8	54.5		s 11.46AM		
9	f 2.22				525.5		MONOLA	1.3	51.7		f 11.32		
10 Y	f 2.27				526.8		BENEME	4.1	50.4		f 11.28		
8	f 2.37				530.9		ELNA	6.0	46.3		f 11.16		
20 PW	f 2.55				536.9 536.2		ABERDEEN	14.1	40.3		f 11.00		
14 PW	s 3.45				550.1	TO	KEARSARGE	4.9	26.2		s 10.32		
8	f 4.01				555.2		MANZANAR	4.6	21.8		f 10.15		
Yard TP	s 4.30		12.15PM		559.8	TO-R	OWENYO	3.9	16.7		10.05 s 9.10		s 9.55AM
14 P	f 4.45		12.35		563.7		MT. WHITNEY	5.0	12.8		f 9.00		9.40
Spur 67	f				568.7		ALICO	1.5	7.8		f		
Spur 8					570.2		DOLOMITE	1.2	6.3		f		
Spur 39	f				571.4		MOCK	0.8	5.1		f		
6	f 5.10		1.05		572.2		TRAMWAY	4.3	4.3		f 8.42		9.00
Yard WYBK	s 5.25PM		1.20PM		576.5	TO-R	KEELER		0.0		8.30AM		8.40AM
	Arrive Daily Ex. Sunday	Ar. Monday Wednesday Friday	Arrive Daily Ex. Sunday	Arrive Daily			(160.2)			Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday Thursday Saturday	Leave Daily Ex. Sunday
	(3.55)	(6.15)	(1.05)	(0.25)			Time over District			(0.25)	(4.00)	(6.15)	(1.15)
	17.93	14.36	15.41	21.00			Average speed per hour			21.00	17.60	14.36	13.36

EASTWARD				Distance from Filben	STATIONS		Distance from Candelaria	WESTWARD			
					Time Table No. 38 December 28, 1930						
Y				0.0	FILBEN	5.5	5.5				
30 P				5.5	CANDELARIA		0.0				
					(5.5)						

EASTWARD OGDEN SUB-DIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 120 Mixed Leave Thursday Saturday	SECOND CLASS 118 Mixed Leave Tuesday	Distance from San Francisco	Time Table No. 38 December 28, 1930 STATIONS	Distance from Ogden	SECOND CLASS 119 Mixed Arrive Thursday Saturday	SECOND CLASS 117 Mixed Arrive Monday
124 YWP		6.50AM	679.2	TO-R LUCIN	146.8		s 4.20PM
				12.4			
44		f 7.28	691.6	BOVINE	134.4		f 3.40
				8.2			
8 PW		f 7.53	699.8	WATERCRESS	126.2		f 3.15
				2.3			
66			702.1	TERRACE	123.9		
				10.7			
33 Y		f 8.33	712.8	MATLIN	113.2		f 2.35
				9.8			
35		f 9.03	722.6	OMBEY	103.4		f 2.05
				4.7			
43		f 9.18	727.3	PEPLIN	98.7		f 1.45
				6.8			
108 OPYW	1.20PM	¶ 10.01	734.1	TO-R KELTON	91.9	¶ 12.50PM	¶ 1.20
				9.8			
Spur 4	1.47	10.25	743.9	NELLA	82.1	12.25	12.25
				4.7			
43	f 2.02	f 10.40	748.6	MONUMENT	77.4	f 12.13	f 12.13
				3.0			
5 P	f 2.11	f 11.00	751.6	KOSMO	74.4	f 12.05PM	f 12.05PM
				4.0			
44	f 2.23	f 11.12	755.6	LAKE	70.4	f 11.55AM	f 11.55AM
				9.4			
44 W	s 2.53	s 11.37	765.0	ROZEL	61.0	s 11.30	s 11.30
				7.9			
90 P	s 3.18	s 11.57AM	772.9	PROMONTORY	53.1	s 11.10	s 11.10
				5.9			
43	f 3.36	f 12.12PM	778.8	SURBON	47.2	f 10.48	f 10.48
				3.2			
34 P	f 3.50	f 12.47	782.0	LAMPO	44.0	f 10.35	f 10.35
				2.4			
44 W	f 4.01	f 1.15	784.1	BLUE CREEK	41.6	f 10.25	f 10.25
				4.0			
44	f	f	788.4	CONNOR	37.6	f	f
				5.4			
44	f	f	793.8	BALFOUR	32.2	f	f
				3.7			
13	f	f	796.5	DATHOL	29.5	f	f
				1.6			
Spur 225			798.1	STOKES	27.9		
				3.2			
54 P	s 4.45PM	s 2.00PM	801.3	TO-R CORINNE	24.7	9.40AM	9.40AM
				1.6			
			802.9	CORINNE JCT.	23.1		
				23.1			
POWTBK			826.0	TO-R OGDEN	0.0		
	Arrive Thursday Saturday	Arrive Tuesday		(146.8)		Leave Thursday Saturday	Leave Monday
	(3.25)	(7.10)		..........Time over District..........		(3.10)	(6.40)
	19.66	17.03		........Average speed per hour........		21.22	18.23

Trains operating between Ogden and Corinne will use Oregon Short Line tracks and be governed by their rules and time table.

Siding at Corinne will be used as main track for Oregon Short Line trains through Corinne yard.

Normal position switch west end siding for O. S. L. main track Malad Branch.

Normal positiion switch at east end siding for S. P. main track.

EASTWARD WESTWARD

Capacity of sidings in car lengths			Distance from Tecoma	Time Table No. 38 December 28, 1930 STATIONS	Distance from end of Track		
91 P			0.0	TECOMA	4.3		
				4.2			
			4.2	Copper Co.s Tipple	0.1		
				0.1			
			4.3	TUTTLE	0.0		
				(4.3)			

SPECIAL INSTRUCTIONS

"SAFETY"

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager Time Service, 65 Market St., San Francisco.

Sparks.......Adams & Davidson Co. Winnemucca.........Krenkel & Bosch
Alturas.................Wm. Mayben Ogden...............J. S. Lewis & Co.

RULE 14 (e). Lucin when recalling flagman from the East on (Corinne Line) and at Hazen, when recalling flagman from east on Mina Subdivision, at Fernley when recalling flagman on Wendel Subdivision, and at Wendel when recalling flagman from east on Susanville branch of Wendel Subdivision use six long sounds of steam whistle.

RULE S-72. WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

RULE 83. Train registers are not maintained at Bridge, Tresend, Lakeside or Perth. If a positive observation check be made between Tresend and Lakeside, and between Lovelock and Perth, it will apply at end of the double track.

All trains reduce speed to 40 M. P. H. when meeting trains between these stations for purpose of identification.

RULE 83 (A). At the following stations, only the trains indicated will register:

Valley Pass, Eastward regular trains. Moor.......Westward regular trains.
Fernley.....................................Nos. 21, 183, 184, 259, 260, 261 and 265.
Lucin—Rose Creek Eastward regular trains will not register.
Hazen (Sparks Subdivision)—Only first class trains will register.
Churchill—Nos. 189 and 190.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Moor, Lucin, Rose Creek.............................Westward regular trains.
Wells, Alturas Yard..First class trains. Valley Pass. Eastward regular trains.
Hazen..Nos. 1, 2, 9, 10, 19, 20, 27 and 28. Montello, Imlay,...... Nos. 9 and 27

RULE 83 (D). Trains must obtain a clearance before leaving
Wells—Eastward Lucin (Corinne Line) Susanville—All trains

Eastward trains arriving Alazon via the Western Pacific will be governed by position of train order signal instead of obtaining clearance.

RULE 86 (b). Eastward inferior trains may run ahead of overdue eastward superior trains Alazon to Wells, without train order authority, but must comply with Rule 83 at Wells.

RULE 93. Outbound engines, moving from enginehouse lead to west end of freight yard at Sparks, will proceed west on eastward main track to crossover west of Seventeenth Street Crossing and back into freight yard.

Eastward freight trains entering Imlay Yard will be governed by position of automatic home Signal No. 3834 as follows: When signal is in proceed position, train will proceed on main track to station, provided train has main track authority. When signal at stop, telephone Yardmaster for instructions.

Trains and engines moving east on main track Carlin Yard must stop before fouling west detour.

SPARKS YARD—Between 1½ miles west of Reno and 2700 feet east of east switch at Sparks.

RULE D-97 (A). An eastward Southern Pacific train fulfilling a schedule, or running as a section of a schedule (if a schedule of the same number exists on the Southern Pacific timetable) or running Extra on the Western Pacific into Alazon will continue to do so on the double track Alazon to Southern Pacific Wells, moving only with the current of traffic.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED

D. & R. G. W. R. R.—Ogden-Stop. N. C. B. R. R.—Wabuska-Stop.

RAILROAD CROSSINGS GOVERNED BY AUTOMATIC SIGNALS

Flannigan Palisade

Automatic signals govern use of crossing with Western Pacific Railroad at Flannigan. Home and distant signals connected with this plant normal position will be STOP. A train approaching on either Southern Pacific or Western Pacific Railroad will cause the signals governing its use of crossing to change to proceed position, provided no other train is within the limits of the plant.

If home signal does not give proceed indication for train which is to use crossing, the train must be preceded by flagman and train must not move from the signal in STOP position until it receives proceed signal from flagman while standing on the Railroad Crossing. Flagman must not give proceed signal until satisfied that any approaching train has stopped.

Derails in Eureka Nevada Railway track on each side of points where Southern Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with semi-automatic signals on Southern Pacific Co.'s line. Westward trains approaching railroad crossing east of Tunnel 1 will be governed by distant signal No. 5263 at east end of Palisade siding and home signal No. 5255 located just east of the east crossing.

Eastward trains will be governed by distant signal No. 5248 and home signal No. 5252 both west of west crossing and home signal No. 5254, west of east crossing. Trains stopped by these home signals will not proceed until it has been ascertained that derails on Eureka Nevada Railway are set to derail trains and may then proceed, being governed by Rule 509. If derails are found not in derail position, trainmen or enginemen will call crossing watchman.

RULE 104. Normal position of end of double track and junction switches:
Tresend, Lakeside, Moor and Rose Creek....For westward main track
Lucin, Valley Pass, Perth and Bridge.......For eastward main track
Hazen (Fallon Line)..........For Mina Line Wendel...........For Alturas Line
Tonopah Jct...................For Keeler Line Lucin (Corinne Line) For westward main track
Fernley (Wendel Subdivision).For siding

West limit of the Mina Subdivision will be at the junction switch of the Fallon line, Hazen. Tracks between that point and main track of the Sparks Subdivision will be considered as yard tracks.

Trains using south siding will enter and use this track via connection east of station, leaving track west of this point clear for trains to or from Mina Subdivision.

At end of double track, except Tresend, or where oil buffer spring switches are located, operator will line and lock switches, provided head end authority of train is not restricted. Operator will also line other switches as follows:

Moor........From either north or south siding to westward main track.
Valley Pass..From siding to eastward main track.
Lakeside.....From south siding to eastward main track.
Lucin........From north siding to westward main track.

Before lining switches for eastward trains at Moor or westward trains at Valley Pass, operator must ascertain from dispatcher what the line-up must be.

Whistle signal for switch line-up at Lucin, Valley Pass, Lakeside and Moor, ——— o ———.

RULE 206A. An Eastward Southern Pacific regular train not displaying signals, whose initial station is Alazon, will apply first sentence of Rule 206-A at Wells, instead of Alazon.

RULE 221, fifth paragraph: Should train order signal at Lovelock indicate stop eastward trains moving on eastward track may proceed to telegraph office providing block signal No. 3440 indicates proceed.

RESTRICTED TRACKS. P-8, P-10, MT and GS Class locomotives must not enter Pigeon Pit, Perth Pit, Fernley sand pit, Quarry tracks Lakeside, Lucin and Palisade except as far as the west face of the bins and must not operate on Corinne Line, Mina or Fernley-Alturas lines, N. N. House track, Union Oil spur, Elko.

Engines must not go on Trestle on County Spur Fallon.

Mallet engines must not use old wye at Likely or Madeline.

Engines with weight on drivers exceeding 210,000 pounds must not be operated on Palisade transfer trestle.

CONLEY FROGS. Speed of Shay engines over Conley frogs is restricted to three miles per hour. These engines must be closely watched while moving over these frogs which are located as follows:

West Weber **Cosgrave**
Loray **Rye Patch**

Montello—In main line, eastbound track near east water column and east switch of wye where it joins lead.

Valley Pass—At crossover forming end of double track.

Moor—Siding end of crossover that joins south siding to main track just west of west wye switch.

Alazon—East end of crossover leading from Western Pacific to Southern Pacific and at switch from Western Pacific main track to Southern Pacific eastward track.

Carlin—West switch in west end of yard and switch leading from main track to P. F. E. track center of yard.

Sparks—Five on the main track between old ice house and east end of yard.

INTERLOCKING PLANTS

WESO—Signal 4208 to signal 4211 on Southern Pacific track.
Signal 4206 to east switch of east crossover on Western Pacific track.

ALAZON—Signal 7136 to a point on Southern Pacific track opposite signal 6035, and to signal 7137 on Western Pacific track.
On Southern Pacific track, signal 6035 to opposite signal 7136 on Western Pacific track.

STEAM WHISTLE ROUTE SIGNALS

WESO—Signal 4211. ——— o ——— Upper arm, Southern Pacific.
o ——— ——— Lower arm, Western Pacific.

ALAZON—Signal 6034. ——— o ——— Upper arm, Southern Pacific.
o ——— ——— Lower arm, Western Pacific.

Westward freight trains stopping at Moor must stop with forward end of train clear of signal 6165 to permit Westward helper engines to move off of wye and operation of electrically locked switches.

AUTOMATIC BLOCK SYSTEM

At Sparks semaphore signal 2452 on signal bridge governs main track movements on eastward main track. Dwarf light signal 2452 under signal bridge governs diverging route movements from eastward track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Dwarf light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop engine, after stopping at signal, will proceed only on hand signal from herder, who will not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Eastward trains entering south siding Moor finding lower arm of signal 6162 in stop position must stop and wait until signal clears or be preceded by flagman to west wye switch.

Dwarf light signal on east leg of wye Valley Pass governs movement from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed, if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied.

Signal is equipped with time release which allows it to indicate proceed two minutes after a train approaching from west has stopped west of signal 6408, and two minutes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

RULE 516. Overlaps are located at Alazon and Weso.

RULE 605. East switch of crossover east of Moor station, leading from siding to main track, and derail at west end of north siding Moor will be electrically locked. The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to south siding.

Whistle signal ——o—— for switch line up to single track must not be given unless the train has authority to proceed.

Upper arm of double arm signal No. 6162 will govern movement from eastward track to single track. Lower arm will indicate position of switch only. It does not indicate whether siding is occupied.

OIL BUFFER SPRING SWITCHES

When block signal in advance of facing point oil buffer spring switch indicates "stop," examine switch. Switch point must be against rail before passing over it.

If engine or car is partially run through these switches, movement must be continued; to reverse would result in derailment. When movement completed through switch, reverse movement must not be made until point closes.

Running switches are forbidden. Switches can be operated by keeping steady pressure on switch stand lever until movement is completed and lever latched. Blow-off cocks, sanders or injectors must not be used and must not start boosters while passing over these switches.

TRAIN AND AIR INSPECTION. Following will govern use of Air Brake retainers on freight and mixed trains per operative brake:

Anthony or Moor to Wells	150 Ms	Mt. Montgomery to Hammil	40 Ms
Cobre to Montello	150 Ms	Mt. Montgomery to Tonopah Jct.	40 Ms
Promontory to Blue Creek	140 Ms	Candelaria to Filbin	40 Ms
Promontory to Lake	150 Ms	Moundhouse to Dayton	100 Ms
M. P. 708 to Terrace	150 Ms	Sage Hen to Madeline	140 Ms
M. P. 708 to Matlin	150 Ms	Crest to Karlo	120 Ms
2½ miles east of Goumaz to Susanville	120 Ms	Viewland to Wendel	140 Ms
		Sage Hen to Likely	140 Ms
		Crest to Ravendale	140 Ms
		Tecoma to Lucin	150 Ms

Speed of freight trains must not exceed 25 M. P. H. For first five miles, time consumed in traveling any one mile must not be less than three minutes.

These instructions will not affect speed where maximum now specified is lower.

All retainers must be turned up on express and other trains of passenger equipment when composed of 18 or more cars Cobre to Montello and Moor to Wells.

Freight and mixed trains will stop as follows for inspection and compliance with Air Brake Rule 50:

EASTWARD—Cobre, Tioga, Lucin or Pigeon, M. P. 430—Alturas Line, M. P. 462 and 471—Keeler Line, Hammil, Queen.

WESTWARD—Anthony or Moor, Halleck or Elburz, Bunnel, Secret, M. P. 454—Keeler Line, Basalt, Belleville, Tonopah Jct.

Engines running light on descending grades of over one and one-half per cent will make the same stops for inspection as are made by freight trains on such grades, but the duration of time need be only sufficient for inspection of engine and for tires to cool.

If not otherwise restricted freight trains may operate from one water stop to another without stop for inspection provided such stops not greater than 60 miles apart.

Engineer of passenger trains arriving Carlin will apply brakes and leave them set. Outgoing engineer will release brakes making usual running test.

When locomotives are changed on passenger trains, Rule 17 of Rules and Regulations Governing Care and Operation of Air Brakes and Signal Apparatus will be applied.

Unless helper added or brake pipe separated, running air brake test as per Rule 16, Air Brake rules, is not necessary on passenger trains leaving Imlay and Montello.

When helper engine ahead of road engine is detached from an eastward freight train at Moor or a westward freight train at Valley Pass, and continuity of brake pipe of train has not been broken except between helper engine on forward end of train and the road engine, rear end air test need not be made but before helper engine is detached air brake must be set and signal sounded as per Rule 14 (R). Engineer of road engine will take control of air and signify that he has done so as per Rule 39 Air Brake rules.

If brake pipe on eastward freight train at Moor or on westward freight train at Valley Pass is not separated except between the caboose and first car ahead of caboose or between caboose and helper engine behind caboose, rear end air test need not be made.

Standing air brake tests must be made at:

MT. MONTGOMERY Freight and mixed trains.
WESTWOOD JUNCTION Westward freight and mixed trains.
VIEWLAND Westward freight trains.
SAGE HEN and CREST All freight trains.
COBRE Eastward freight trains.
MOOR Westward freight trains.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of the Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track Weso to Alazon, and all westward trains of both companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train order, except as provided in Rules E and F hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates STOP between Weso and Alazon train may proceed as follows:

Eastward trains on the Western Pacific and westward trains on the Southern Pacific will be governed by paragraph (f) Rule 509.

Where eastward signals on the Southern Pacific and westward signals on the Western Pacific are maintained, trains stopped by such signals will be governed by paragraph (e) Rule 509.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso. Other trains will not register.

Operator Weso enter on register information furnished by register ticket and only transmit the registration of Southern Pacific eastward first class trains to Western Pacific operator at Winnemucca, who must enter same on register.

Eastward Western Pacific inferior trains need not check Weso register against any eastward first class train that appears on the register at Winnemucca.

(D) A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained, authorizing train Carlin to Alazon.

(E) West Carlin Detour extends from West Carlin on the Western Pacific to a connection with Southern Pacific main track in west end of Carlin Yard. East Carlin Detour extends from east ice house lead on the Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards will use these detours.

(G) Westward regular trains register by ticket at Alazon, other trains will not register.

Operator Alazon enter on register information furnished by register ticket and transmit registration of only Western Pacific westward trains to Southern Pacific operator at Wells, who must enter same on register.

Westward Southern Pacific trains need not check Alazon register against any westward train that appears on the register at Wells.

(H) Train orders and clearance held by engineers No. 41 and No. 3 arriving Southern Pacific Elko will be transferred to relief engineer at Southern Pacific Elko by Conductor when operator not on duty.

(I) A clearance authorizing a westward Western Pacific first class train at Alazon will authorize such first class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

(J) Eastward Western Pacific first class trains will register by ticket at Western Pacific Carlin, placing register ticket in box at Western Pacific station. Such registration will be transmitted to Southern Pacific Operator Carlin, who must enter same on joint register. Eastward Southern Pacific first class trains will register on joint register at Southern Pacific station Carlin. A first class eastward train, which does not reach East Carlin within 15 minutes from its leaving time as registered, must run expecting to find a train moving ahead of it, East Carlin to Elko.

(K) Eastward Southern Pacific trains will not comply with Rule 83 at Elko and will be governed by train register at Southern Pacific Carlin. Eastward Southern Pacific first class trains not scheduled to stop at Elko, may register by ticket. Eastward Southern Pacific second class and extra trains will not register at Elko. Last paragraph Rule 96, of Rules and Regulations of the Transportation Department will apply at Western Pacific Elko. At Southern Pacific Elko only first class trains will register and will register by ticket. Registration of first class trains will be transmitted to Western Pacific operator at Elko who must enter same on register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find a train moving ahead of it, West Elko to Carlin.

(L) Train order signal Western Pacific Elko governs eastward Southern Pacific trains, such trains will not be required to procure clearance at Elko, except when train order signal indicates stop.

(M) Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(N) Between Weso and Alazon, Dispatchers must use the following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or in creating work train extras on either track.

EXAMPLE 1—"Eng.........run extra on..........Pacific track........to........"

EXAMPLE 2—"Eng.....works extra on........Pacific track........M until.....M. between...........................and............................"

(O) **West Carlin.** Remote control switch at junction will be normally lined for Western Pacific main track and two-arm Signal No. 6434, located 100 feet west of remote control switch, will govern the position of the switch.

Upper arm works semi-automatically with Western Pacific main track block signals. Trains stopped by upper arm of Signal 6434 must observe Rule 509, in addition to interlocking rules.

Lower arm will govern detour. Trains desiring movement over detour will, when approaching Signal 6434, sound one short and one long sound of the steam whistle to notify the signalman to line switch for detour.

Trains finding upper arm of Signal 6434, located 100 feet west of remote control switch and which works semi-automatically with main track block signal, in stop position will send flagman ahead to remote control switch and if this switch is found to be properly lined for main track, flagman must remain at the remote control switch continually watching the switch until entire train enters interlocking limits, then train may proceed as per Rule 509.

The above will supersede the second paragraph of Rule 628, which requires yellow flag by day and yellow light by night in giving hand signals to flag train or engine through interlocking plant limits, and under above circumstances Rule 663 will apply.

Dwarf lighted signals (No. 6435, main track; No. 6437, detour), both 350 feet east of remote control switch, north side of tracks, control westward movement.

Telephone located on pole opposite remote control switch is connected with signalman in west end of Southern Pacific yard. This telephone is to be used by trainmen only in emergency to notify signalman desired route in case route is not properly lined up. Switch is to be thrown by hand only upon instructions from the signalman.

Blow-off cocks, sanders or injectors must not be used and must not start boosters passing over this switch.

(P) **East Carlin.** Oil spring switch at junction is normally lined for Western Pacific main track. Eastward trains moving off of detour will run through switch when lined in normal position.

INSTRUCTIONS TO PREVENT ACCUMULATION OF MOISTURE AND WATER IN BRAKE PIPES

(A) Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

(B) At all terminals upon arrival of freight trains the hose on the first five head end cars must be uncoupled, after which the brake pipe on each of these cars must be thoroughly blown out consecutively from an engine or yard air line.

(C) Before coupling engine to any train at any time, brake pipe must be blown out at angle cock on end of locomotive next to train, by opening angle cock fully. During the blowing out the engineer must put his brake valve handle to release position.

(D) Whenever any cars are set out enroute the brake pipe must be blown out from the head end of the cars set out and angle cock left open.

(E) Before proceeding in an easterly direction with freight and mixed trains from Cobre and in a westerly direction from Moor and Westwood Junction and in either direction from Mt. Montgomery, Crest, Viewland, Sage Hen and Promontory, brake pipe in the forward portion of the train must be blown out by uncoupling the hose between the first and second cars, then open angle cock on the head end of second car and rear of first car, after recoupling make rear end test, turn up retainers in accordance with time table instructions.

(F) An emergency hose must be applied on freight trains at the most accessible place between the eighth and fifteenth cars from the head end, on all freight and mixed trains operated over the main track between Sparks and Ogden, Westwood and Susanville, Laws and Mina and Alturas Yard and Fernley.

When entire train is set out between terminals, emergency hose applied at terminals will be removed and placed in caboose. When picking up entire train between terminals, emergency hose will be provided on caboose prior to departure from terminal and in both cases emergency plugs will be removed and applied by members of train crew.

Cabooses on the district between Alturas-Wendel-Hazen-Sparks will be equipped with emergency hose. Conductors will see that this hose is applied before commencement of trip, and removed and placed in caboose upon completion of trip.

Instructions in paragraphs A and B apply, irrespective of climatic conditions or time of year. Paragraphs C, D, E and F must be put into effect whenever freezing weather is likely to be encountered and apply between Oct. 1st and April 1st, before descending grades specified in paragraph E.

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	Description	No.	Over	East of
242.90	Transfer Track		Side	Reno
249.84	Bridge	5	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
344.32	Overhead Crossing			Lovelock
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
518.80	Bridge	6	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.02	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
778.49	Bridge	2	Weber River	West Weber (eastward track)
460.56	Tunnel			Mt. Montgomery

Attention of all employees is directed to above list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

SPEED RESTRICTIONS

EXCEPT AS OTHERWISE PROVIDED PASSENGER TRAINS BETWEEN OGDEN AND SPARKS MUST NOT EXCEED:

60 MILES PER HOUR ON TANGENT TRACK,
50 MILES PER HOUR ON CURVES,
50 MILES PER HOUR BETWEEN HAZEN AND SPARKS,
50 MILES PER HOUR WHEN WATER CAPACITY OF TENDER IS LESS THAN 9000 GALLONS.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT BETWEEN OGDEN AND MP 766½, LAKESIDE AND LUCIN, TECOMA AND MONTELLO, WELLS AND MOLEEN, HARNEY AND HAZEN, MUST NOT EXCEED 40 MILES PER HOUR, BUT SPEED ALLOWABLE ON CURVES MUST BE OBSERVED.

MAXIMUM ALLOWABLE SPEED OF CLASS M, C, MK AND F ENGINES IN PASSENGER SERVICE IS 40 MILES PER HOUR.

FOLLOWING SPEED RESTRICTIONS WILL GOVERN ENGINES RUNNING LIGHT IN FORWARD MOTION:

20 MPH CLASS S AND SE.
30 MPH CLASS C-11, 12, 14, 15, 17; TW; MK-2, 4; MC-2, 4, 6; AC-1, 2, 3, 4, 5, 6,; MM-2; AM.
35 MPH CLASS M; T; C-2 TO 10 INC.; C-18 TO 29 INC.; MK-5, 6, 7, 8, 9; SP-1, 2, 3.
40 MPH CLASS A; E; P; MT-1, 2, 3, 4, 5; GS-1; F-1, 3, 4, 5, 6.

CLASS "S" AND SE ENGINES HANDLING TRAIN IN FORWARD MOTION MUST NOT EXCEED 20 MILES PER HOUR.

ENGINES RUNNING BACKWARD ON MAIN TRACK BETWEEN OGDEN AND SPARKS MUST NOT EXCEED 20 MILES PER HOUR AND 15 MILES PER HOUR ON OTHER SUB-DIVISIONS.

CLASS F, SP, GS AND MT ENGINES ON CURVES OF 7 TO 10 DEGREES MUST NOT EXCEED 25 MILES PER HOUR.

STEAM DERRICK OR RELIEF OUTFIT MUST NOT EXCEED 25 MILES PER HOUR.

LIGHT ENGINES AND ENGINES WITH CABOOSES OR WITH CABOOSES ATTACHED TO PASSENGER EQUIPMENT MAY MAKE SPEED ALLOWED PASSENGER TRAINS ON SALT LAKE TRESTLE AND FILLS BETWEEN LAKESIDE AND LITTLE MOUNTAIN.

LIGHT ENGINES EXCEPT YARD ENGINES MUST NOT EXCEED 35 MILES PER HOUR, VALLEY PASS TO MONTELLO ON EASTWARD TRACK, MOOR TO WELLS ON WESTWARD TRACK AND TECOMA TO LUCIN ON EASTWARD TRACK.

SPEED RESTRICTIONS BETWEEN FERNLEY AND SUSANVILLE WENDEL AND ALTURAS YARD

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 40 MILES PER HOUR AND MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 30 MILES PER HOUR.

MAXIMUM SPEED OF ANY LIGHT ENGINE RUNNING FORWARD MUST NOT EXCEED 30 MILES PER HOUR, AND RUNNING BACKWARD 15 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED 35 MILES PER HOUR ON CURVES FIVE TO SIX DEGREES, AND 25 MILES PER HOUR ON CURVES OVER SIX DEGREES.

NO FREIGHT TRAINS, MIXED TRAIN, OR LIGHT ENGINE RUNNING FORWARD, SHALL EXCEED 25 MILES PER HOUR ON CURVES FIVE TO SIX DEGREES, AND 18 MILES PER HOUR ON CURVES OVER SIX DEGREES.

CLASS "S" AND SE ENGINES RUNNING LIGHT OR HANDLING TRAIN IN FORWARD MOTION MUST NOT EXCEED 20 MILES PER HOUR.

FIRE TRAIN OF RED RIVER LUMBER COMPANY PERMITTED TO MAKE THE FOLLOWING SPEED:

BETWEEN WESTWOOD AND WESTWOOD JUNCTION ....35 MILES PER HOUR
BETWEEN WESTWOOD JUNCTION AND SUSANVILLE........25 MILES PER HOUR
THROUGH TUNNELS ....10 MILES PER HOUR

Dead or disabled engines will not be moved to exceed following speed: Main rod only removed, 30 miles per hour. Side rods only removed, 30 miles per hour. Both main and side rods removed, 20 miles per hour.

Speed of Trains Regulated by Ordinance Through City Limits

Page	STATION	Passenger MPH	Freight MPH
2	Lovelock passing station	30	30
3	Winnemucca Bridge Street	30	30
3	Battle Mountain passing station	40	30
4	Elko through yard	30	30
4	Wells passing station	30	30

Trains and engines using main track over Veneer Plant Crossing west of depot and Third Street crossing east of depot, Westwood, will reduce speed sufficiently to be able to stop before striking anything that might be on or is about to use these crossings, and between the hours of—

11:30 a. m. to 11:40 a. m. 4:00 p. m. to 4:10 p. m. 7:30 p. m. to 7:30 a. m.
11:58 a. m. to 12:10 p. m. 5:58 p. m. to 6:10 p. m.

movement over these crossings must be preceded by flagman.

Movements by trains and engines on tracks other than main track over any crossings Westwood yard will be preceded by flagman.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.12	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN IN THE FOLLOWING TABLE:

Page	BETWEEN	Passenger	Freight
	Over all Oil Spring switches except Engle, facing Turnouts and Crossovers as follows:	25	25
3	Weso SP to WP Connection	25	25
3	3 miles west of Tyrol and Palisade	35	25
3	Over crossings Eureka Nevada Railway west of Palisade	30	20
3-4	Tunnels, Winnemucca and Elko Subdivisions	40	25
3-4	Interlocking plants, westward trains not using turnouts	45	30
4	Wells east switch south siding trailing	25	25
4	Alazon WP to SP Connection	25	25
5	Lucin end of double track	30	30
5	Lakeside end of double track	30	30
5	Engle	20	15
5	Midlake and Colin east switches	20	15
2-3-4-5-6-7-8	All other turnouts and crossovers	10	10
4	Wells to Moor on both tracks	35	35
4	Moor to Wells on eastward track	30	20
4	Moor to Wells on westward track	40	20
4	Valley Pass to Cobre on either track	50	25
4	Cobre to Tioga on eastward track	40	20
4	Cobre to Montello on westward track	30	20
4	Tioga to Montello on eastward track	50	20
4	Montello to Valley Pass on either track	40	30
5	State line and Lucin on eastward track	....	25
5	Between end double track Lakeside and west end Great Salt Lake Trestle	35	30
5	On Great Salt Lake Trestle	20	15
5	Between east end Great Salt Lake Trestle and Saline	35	30
5	M. P. 766½ to east switch Promontory Point	35	30
6	Fernley and Susanville	40	30
6	On curves between M. P. 285 and M. P. 322	35	25
6	Susanville and Westwood Jct	25	15
6	Westwood Jct. and Westwood	35	20
6	Between M. P. 361 and Viewland	30	20
6	On curve at M. P. 368	35	25
6	Between M. P. 375 and M. P. 385 and between Crest and M. P. 395	30	20
6	Crest and M. P. 385	25	18
6	On curve at M. P. 391	20	15
6	On curve at M. P. 415	35	25
6	Between Madeline and Sage Hen	30	20
6	Between Sage Hen and M. P. 438	25	18
6	Over Western Pacific Crossing Flanigan	15	15
6	Churchill and Mound House	20	15
7	Hazen and Mina	45	35
7	Mina and Tonopah Jct	40	30
7	Tonopah Jct. and Queen	15	15
7	Queen and Hammil	20	20
7	Hammil and Chalfant	30	30
7	Chalfant and Laws	20	20
7	Laws and Keeler	30	30
7	Filben and Candelaria	15	15
7	Fallon and Hazen	30	25
8	Lucin and Kelton	20	20
8	Kelton and Corinne	25	25

Following is maximum speed of freight and passenger trains to be used between D. & R. G. crossing Ogden and Lakeside:

BETWEEN	MILES	PASSENGER Speed	PASSENGER Time	FREIGHT Speed	FREIGHT Time
D. & R. G. Crossing—Little Mtn.	14.1	60 MPH	14′6″	40 MPH	21′9″
Little Mtn.—Prom. Pt.	8.8	35 MPH	15′04″	30 MPH	17′36″
Prom. Pt.—Saline	3.3	50 MPH	3′58″	35 MPH	5′39″
Saline—Bridge	3.0	35 MPH	5′8″	30 MPH	6′0″
Bridge—Colin	2.1	20 MPH	6′18″	15 MPH	8′24″
Colin—Midlake	5.3	20 MPH	15′54″	15 MPH	21′12″
Midlake—West end Trestle	4.52	20 MPH	13′34″	15 MPH	18′5″
West end Trestle to Lakeside	5.08	35 MPH	8′38″	30 MPH	10′10″

NOTE ′ equals minutes.
″ equals seconds.
MPH equals Miles Per Hour.

MISCELLANEOUS

Track paralleling and north of main track between Sparks and Vista will be known as No. 2 track. Limits of track designated by "End of No. 2 track" signs Vista and Sparks.

Westward trains except first class are authorized to use No. 2 track without train order authority whenever they cannot make Sparks for a superior eastward train or ahead of a superior westward train. Eastward trains and westward first class trains must not use No. 2 track unless authorized by train order Form D-R.

An eastward train given right over opposing trains on No. 2 track Sparks to Vista must use No. 2 track and relinquish all right to main track, unless order is annulled. Westward inferior trains receiving an order that an eastward train has right over op posing trains on No. 2 track Sparks to Vista may use the main track Vista to Sparks, regardless of train given right to use No. 2 track, except it be a section of a schedule. When orders cover movement of a section of a schedule on No. 2 track, westward inferior trains must not leave Vista on or occupy main track at Vista, unless they have authority against following sections.

Speed restrictions No. 2 track 25 miles per hour.

Normal position of crossover switch west end of Vista lined for No. 2 track. Track beyond or east of this crossover will be known and used as north siding Vista.

Trains using No. 2 track in either direction will comply with Rules 17-c, "Headlight," that part of Rule 19 with reference to arranging markers, Rule 99.

No. 2 track is equipped with block signals for westward movement only.

Within limits of track 2, Sparks-Vista, a fusee will not apply to the track on which a train is running if displayed beyond the first rail of the adjoining main track.

WATER OR OIL must not be taken at Wells and Goumaz on westward freight trains without detaching engine.

Engines equipped with snow plow requiring use of long draw bars must not be coupled behind other equipment when used as helpers.

Engines equipped with snow plow must not be used on Candelaria Branch.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local, regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

Train 10 will stop on flag for express or non-revenue passengers as follows: Sparks to Carlin.

Train 20 will stop on flag for express or non-revenue passengers as follows: Carlin to Ogden.

Train 19 will stop on flag for express or non-revenue passengers as follows Ogden to Sparks.

MONDAY, WEDNESDAY AND FRIDAY ONLY.

West Weber	Tecoma	Moleen	Eglon	Perth
Bagley	Valley Pass	Harney	Weso	Toulon
Prom. Pt.	Holborn	Shoshone	Benin	Miriam
Saline	Alazon	Piute	Rose Creek	Huxley
Allen	Halleck	Iron Point	Rye Patch	Desert
Teck	Ryndon	Comus	Woolsey	Falais

TUESDAY, THURSDAY AND SATURDAY ONLY.

Reese	Loray	Osino	Argenta	Tule	Toy
Midlake	Pequop	Tyrol	Rosney	Cosgrave	Ocala
Strongknob	Moor	Gerald	Mote	Humboldt	Parran
Newfoundland	Tulasco	Cluro	Stone House	Valery	Upsal
Hogup	Natchez	Ladoga	Herrin	Kodak	Massie
Beppo	Elburz	Mosel	Preble	Granite Point	Fernley

RATING OF LOCOMOTIVES—SALT LAKE DIVISION. In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pres-	Sparks to Lovelock Moor to Holborn Pequop to Ogden Pequop to Imlay	Lovelock to Rye Patch Deeth to Wells Ogden to Lucin Valley Pass to Pequop Imlay to Sparks	Wells to Moor Montello to Valley Pass Hazen and Wabuska	Rye Patch to Deeth Holborn to Pequop	Lucin to Montello	Wabuska and Mina	Fernley to Wendel and Wendel to Fernley	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas Yard	Alturas Yard to Likely Karlo to Viewland	Wendel to Susanville	Susanville to Westwood	Westwood to Susanville
M-4	M-63 20/28 126	1615 to 1719	190	6350	4200	2600	4800	2950	1400	3800	1100	5150	3850	....	....	....
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	7800	5200	3200	6000	3650	1730	4600	1400	6300	4750	5400	1950	1800
T-23	T-63 21/28 148-S }	2301 to 2310	210	8200	5400	3450	6300	3800	1830	4900	....	....	....	....	2050	1900
T-23	T-63 21/28 145-SF }															
T-28,31	T-63 22/28 162-S	2311 to 2362 }	210	9000	5900	3800	6900	4250	2010	....	....	....	....	....	....	....
T-32	T-69 23/28 174-S	2363 to 2384 }														
P-8	P-73 25/30 180-S }															
P-8,10	P-73 25/30 181-SF }	2461 to 2475, 2478 to 2483 }	200	10000	7000	4300	7500	5000	....	....	....	....	....	....	....	....
P-8	P-73 25/30 183/B-63-SF	2461 to 2475 }														
C-9,10	C-57 22/30 200-SF }	2513 to 2599 }														
C-9,10	C-57 22/30 194-S }	2750, 2752 to 2860 }	210	10000	7000	4300	7500	5000	2200	6000	1800	8000	6000	6800	2500	2350
C-8	C-57 22/30 192-S	2698 to 2749, 2751 }														
MK-2,4	MK-57 23¾/30 206-S }	3200 to 3240 }														
MK-2,4	MK-57 23¾/30 206-SF }	}	210	12000	8700	4950	9200	6000	....	7250	2300	10250	7700	8000	3150	2950
MK-5,6	MK-63 26/28 210-S }	3241 to 3277 }														
MK-5,6	MK-63 26/28 210-SF }															
F-1	F-63 27½/32 273-S	3600 to 3652	200	13000	9800	6150	10500	7500	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-61-SF	3668 to 3763 }	200	14000	11500	7450	12000	8500	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-62-SF	3764 to 3768 }														
MT-1,3,4	MT-73 28/30 246/B-60-SF	4300 to 4375	210	13000	9800	5850	10500	7500	....	....	....	....	....	....	....	....
AC-1,2,3	AC-57 22-22/30 441-SF	4000 to 4048	210	18500	16500	7900	17000	9100	....	11200	3400	13000	11250	8000	4800	4400
AC-4	AC-63 24-24/32 475-SF }	4100 to 4125	235	19900	17500	8500	18800	12500	....	....	....	....	....	....	....	....
AC-5	AC-63 24-24/32 483-SF }															
GS-1	GS-73 27/30 262/B-58-SF	4400 to 4409	250	13700	10400	6050	11000	7900	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Car		Less than 40 M's......		6	6	3	6	6	6	6	6	6	6	6	3	6
		40 M's to 50 M's......		3	3	0	3	3	3	3	3	3	3	3	0	3
		More than 50 M's......		0	0	0	0	0	0	0	0	0	0	0	0	0

Helper 1.0 Wells to Moor Montello to Valley Pass

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$C\text{-}57\frac{22}{30}187$$

"MM"—Mallet-Moguls
"MT"—Mountain Type
"M"—"Moguls"
"Mk"—"Mikado"
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"AC"—Articulated Consolidation
"GS"—Golden State
"C"—Consolidation engine
"T"—Ten-wheelers

COMPANY SURGEONS

LOCATION	NAME	LOCATION
San Francisco	Dr. W. B. Coffey	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Surgeon
Ogden	Dr. Wm. M. McKay	Assistant District Surgeon
Ogden	Dr. R. L. Draper	District Surgeon
Ogden	Dr. E. C. Rich	Consulting Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Brigham City	Dr. L. P. Mahannah	Emergency Surgeon
Montello	Dr. H. R. Belnap	District Surgeon
Wells	Dr. A. C. Olmsted	District Surgeon
Elko	Dr. A. J. Hood	District Surgeon
Elko	Dr. R. P. Roantree	District Surgeon
Carlin	Dr. C. W. Eastman	District Surgeon
Battle Mountain	Dr. S. R. Clark	District Surgeon
Winnemucca	Dr. Geo. F. Pope	District Surgeon
Winnemucca	Dr. Chas. E. Swezy	Assistant District Surgeon
Imlay	Dr. John T. Beale	District Surgeon
Lovelock	Dr. E. K. Smith	District Surgeon
Sparks	Dr. T. H. Harper	District Surgeon
Sparks	Dr. H. A. Paradis	District Surgeon
Reno	Dr. W. H. Hood	Consulting Surgeon
Reno	Dr. Horace J. Brown	District Surgeon
Reno	Dr. M. R. Walker	District Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist

LOCATION	NAME	TITLE
Fallon	Dr. H. K. Wilson	District Surgeon
Susanville	Dr. G. S. Martin	District Surgeon
Susanville	Dr. G. R. Fortson	District Surgeon
Schurz	Dr. J. T. Reese	Emergency Surgeon
Mina	Dr. D. A. Smith	District Surgeon
Bishop	Dr. Harvey Crook	District Surgeon
Independence ind Cartago	Dr. J. A. Loundagin	District Surgeon
Lone Pine	Dr. M. A. Williamson	Emergency Surgeon
Mason	Dr. W. M. Edwards	District Surgeon
Carson City	Dr. E. E. Hamer	District Surgeon
Yerrington	Dr. Geo. R. Magee	Emergency Surgeon
Hawthorne, Nev.	Dr. J. R. Sewell	Emergency Surgeon
Alturas	Dr. John Stiles	District Surgeon

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL....SAN FRANCISCO
DIVISION HOSPITAL, DEE HOSPITAL....OGDEN
EMERGENCY HOSPITAL....OGDEN
EMERGENCY HOSPITAL....SPARKS
EMERGENCY HOSPITAL....MINA

LOCATION OF STRETCHERS

Ogden
Promontory Pt.
Lakeside (Quarry)
Montello
Cobre
Wells
Deeth
Elko
Carlin
Battle Mtn.
Winnemucca
Imlay
Lovelock
Hazen
Fernley
Sparks
Susanville
Westwood
Wabuska
Mina
Laws
Keeler
Alturas

CHIEF TRAIN DISPATCHERS

F. W. SMITH........Ogden
H. G. VALLEAU........Sparks

ASSISTANT CHIEF TRAIN DISPATCHERS

J. E. VAIL........Ogden
I. S. RUTH........Ogden
H. F. McDONALD........Sparks
G. B. McNABNEY........Sparks

TRAINMASTERS

B. D. RICHART........Ogden
E. C. PEARCE........Carlin
G. H. MOORE........Sparks
E. D. KIRK........Susanville
W. M. GATES........Mina

ROAD FOREMEN OF ENGINES

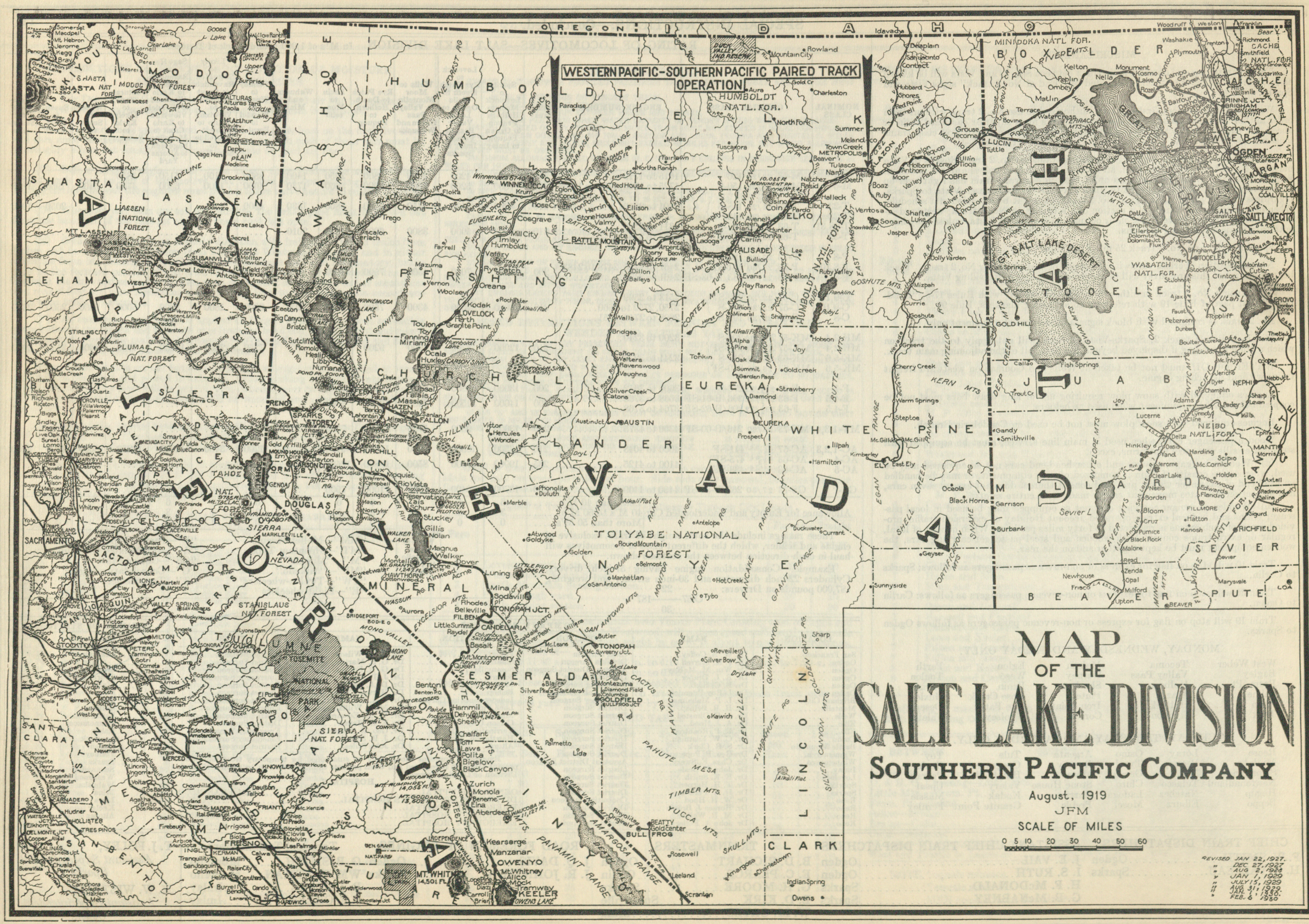
J. Q. DAVIS........Ogden
J. R. JOHNSTON........Sparks

Terminal Trainmasters

G. B. SMITH........Montello
WM. EASTMAN....Montello
B. J. SEARS........Imlay
J. F. GREEN........Imlay

T. J. FOLEY,
Assistant Superintendent, Sparks.

H. W. WISTNER,
Assistant Superintendent, Ogden.


WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION
OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
MAP OF THE SALT LAKE DIVISION
SOUTHERN PACIFIC COMPANY
August, 1919
JFM
SCALE OF MILES
0 5 10 20 30 40 50 60
REVISED JAN 22, 1927.
" DEC 27, 1927
" AUG 2, 1928
" JAN 1, 1929
" JULY 15, 1929
" AUG. 31, 1929.
" JAN. 1, 1930.
" FEB. 6 1930